

**Friendship Heights  
Transportation Management District  
Advisory Committee  
October 11, 2011**

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**Voting Members**

James Calderwood	Chevy Chase Village Board of Managers
William P. Farley (Chair)	Town of Somerset
Kerri Gates	The JBG Companies
Campbell Graeb	Citizens Coordinating Committee on Friendship Heights
Cobey R. Kuff	Wisconsin Place
Allison Lazare	United Educators Insurance
Ann F. Lewis	Friendship Heights Village

**Non-voting Members**

Sandra L. Brecher	MCDOT/Transit Services Division-Commuter Services
Cherian Eapen	M-NCPPC

**TMD Staff**

Nakengi Byrd	MCDOT/Transit Services Division-Commuter Services
Jim Carlson	MCDOT/Transit Services Division-Commuter Services
Sheila Wilson	MCDOT/Transit Services Division-Commuter Services

**Absent**

Julie Davis	Somerset House Management Assn.
Joe Dixon	GEICO
Tiffany Gee (Vice Chair)	Chevy Chase Land Company
Capt. Russell Hamill	Montgomery County Police
Kenneth Hartman	B-CC Services Center
William Nathan	M&T Bank
Robert Schwarzbart	Friendship Heights Village Council

**Guests**

Charles Denney	Capital Bikeshare
Jeffrey Slavin	Mayor, Town of Somerset
Laura Thornton	Chevy Chase Patch

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Abbreviations used herein include:

CERB = Committee Evaluation and Review Board  
FHTMD AC = Friendship Heights TMD Advisory Committee  
GIS = Geographic Information Systems  
SSTMD AC = Silver Spring TMD Advisory Committee

**Items 1, 2 & 3 – Introductions/Minutes Approval/Chair’s Comments:** Chair William Farley called the meeting to order and asked members and guests to introduce themselves.

The vote to approve the September minutes was tabled due to the absence of a quorum.

**Jim Carlson** summarized two recently introduced Council Bills, 29-11 and 32-11 (full text of both bills included in the meeting packet) that seek to consolidate and sunset a number of the County’s Boards, Committees and

Commissions, including the Friendship Heights and Silver Spring TMD Advisory Committees (FHTMD AC & SSTMD AC):

- **Bill 29-11**, introduced by **Councilmember George Leventhal**, proposes immediate elimination of the Silver Spring TMD AC and moving its responsibilities to the Silver Spring Urban District Advisory Committee; the Silver Spring UD AC will then sunset on December 31, 2012. There is a companion Council Resolution to 29-11 that lists the Friendship Heights TMD AC as one of the Committees to sunset in 2012; however, there is no mention of the FHTMD AC in Bill 29-11. *[A call to the Council offices confirmed that listing the FHTMD AC in the legislation was an error – the Committee is not proposed to be ended.]*
- **Bill 32-11**, which deals with the Committee Evaluation and Review Board (CERB), is a separate proposal seeking information about each of the County's Boards/Committees/Commissions to evaluate the effectiveness of these bodies. Committee staff liaisons will be tasked with documenting Committee accomplishments and work programs and finding ways to improve the use of staff time.
- There will be a public hearing on Bill 29-11, October 18<sup>th</sup> at 1:30 pm, on the third floor of the Council Office Building (100 Maryland Ave., Rockville).

**Mr. Carlson** said that among the list of recent accomplishments, the FHTMD AC was effective in averting a shut down of the Friendship Heights bus station due to ceiling renovation problems; worked with the DC government to improve the Friendship Boulevard/Western Avenue intersection; the Committee also helped bring about major pedestrian safety changes along Wisconsin Avenue. **Ms. Brecher** added that the Committee was Commuter Services' "eyes and ears" in the TMD and is very effective in communicating issues that need to be addressed.

**Mr. Farley** added an agenda item for discussion. The Chevy Chase Country Club is planning to use methyl bromide in an effort to control soil pests. Methyl bromide is extremely toxic and is being phased out of most commercial uses; it will be completely banned by 2013 but still has limited use in agriculture. **Mr. Farley** said road transport of the chemical can pose a severe health hazard to the community; the only way to transport it will be by using Wisconsin Avenue or Connecticut Avenue, both heavily traveled by commuters. He added that methyl bromide has also been shown to deplete ozone. The Country Club borders the TMD.

**ACTION:** The Committee will send a letter to Council recommending against the transport and use of methyl bromide at the Chevy Chase Country Club. There is an absence of quorum; however a letter expressing the "sense of the Committee" would be appropriate. *[In October, the Country Club reversed its decision regarding the use of methyl bromide in response to community concerns.]*

**Item 4 – Presentation / Bike Sharing:** **Charles Denney**, Alta Bicycle Share, presented information on Capital Bikeshare.

Presentation summary below *[Complete presentation materials made available to Committee members]:*

Capital Bikeshare, operated by Alta Bicycle Share, is a joint DC/Arlington government program:

- Provides 1110 bikes at 116 solar powered docking stations
- Program launched September 2010
- Designed for point-to-point, relatively short bike trips
- Complements other transport modes, and works best in denser urban areas

Funding:

- Phase One of DC portion funded by \$6.4 million from Federal Highways Administration CMAQ (Congestion Mitigation and Air Quality) fund
- Arlington portion funded by \$800,000 / combined State, County and private sector
- Additional funding for expansion with CMAQ funds for both DC and Arlington

#### Operation:

- Yearly or monthly subscription allows members to take any available bike from any docking station
- Bike can be returned to any other available station in the network
- First 30 minutes for any trip is free; fees apply for any time after that
- Daily memberships available for \$5

#### Program Costs:

- 19 dock station = \$50K
- Per bike cost = \$1200
- Annual operations and maintenance per station = \$23K / \$2.3 million for 100 stations
  - Includes website, call center, bike/station maintenance, bike redistribution
  - Does not include printed maps or marketing

#### One Year Program Results (as of June 2011):

- Current annual memberships = 74,459
- 1 million trips during the first year
- 90K day users
- Average trip = 20 minutes

#### Expansion:

- DC expected to add 35 stations shortly, and 50 additional in 2012
- Arlington expected to add 30 stations
- System will have approximately 200 stations by mid 2012
- Alexandria planning to install stations
- Montgomery County planning stations in Rockville & Shady Grove using a JARC (Job Access and Reverse Commute) grant.

#### Planning – Location Selection:

- Use of GIS (Geographic Information Systems) analysis for population & employment density; bike to work rate from census data
- Other criteria include web surveys, crowd sourcing, public meetings, local approvals and space available

#### Discussion / Q&A:

**Mr. Denney** said there is a bike station in Tenleytown, which represents the nearest location to Montgomery County, and presents an advantage for the County to connect to Capital Bikeshare system. **Mr. Denney** said there was also a station at American University.

**Jeffrey Slavin** asked what is done if a destination station is full. **Mr. Denney** said if a bike station happens to be full at the user's destination, the member can swipe their key card at the station kiosk to add 15 minutes to the trip and go to the next available station. Stations are ideally just a few blocks, or no more than a quarter mile apart. He added that due to the desire for all eight of the DC wards to have bike stations, some in the system are a greater distance apart. There is now an app for smart phones that identifies the nearest station to a user's location and the number of bikes available at the site.

**Mr. Farley** asked if the District is working with Capital Bikeshare to make the roads more bicycle friendly, adding bike paths, signs, etc. **Mr. Denney** said DC is trying to provide more on-street bike facilities, one example being a buffered bike lane on 15<sup>th</sup> Street. This is a one-way street that provides two lanes for bike traffic with a buffer area of parked cars to separate the bikers from the drivers.

**Campbell Graeb** asked if DC would consider the possibility of allowing bikes on sidewalks, as in Montgomery County. **Mr. Denney** said he did not think this was under consideration due to the greater density of sidewalk

pedestrians in the District. It would be a better solution to make the streets safer for the bicyclists than potentially pit pedestrians against bikers on the sidewalks.

**Mr. Carlson** asked about the reliability of the stations. Have there been any maintenance issues with the solar panels? **Mr. Denney** said the only issues to date included two Crystal City stations which had been poorly sited and so did not get adequate sunlight; this has resulted in more frequent battery changes (all stations have battery backup power).

**Mr. Denney** said the system is thus far recovering about two thirds of its cost (100 stations = \$2.3 million expenditure / revenues = \$1.8 million). As the system expands, it is believed that the revenue from memberships will begin to cover annual operations and maintenance costs. This has already begun to happen in Arlington.

Some challenges include the need for rebalancing the bikes, providing enough system maps and keeping them up to date and making the bikes more accessible to low income users. The system currently relies solely on credit/debit card use. There is a group called Bank On DC working with lower income people to provide access to banking and debit cards.

**Mr. Denney** said Montgomery County will enter into agreements with Alta Bicycle Share and Capital Bikeshare when it begins to implement its bike share program in the Shady Grove-Rockville area. **Ms. Brecher** said the County has received initial approval for the JARC grant and still needs to work out the details of the program; the funding is also not yet available. The current plan calls for beginning work in the Shady Grove-Rockville areas at the start of calendar year 2012. The County is in the process of identifying lower income neighborhoods to link them to transit, jobs and education centers to fulfill the requirements of JARC.

The County is also looking at bike sharing in Silver Spring and the Bethesda-Chevy Chase areas; Chevy Chase would provide a direct connection to the DC bike sharing network. County officials will be presenting information on bike sharing to the County Councils' Transportation, Infrastructure, Energy & Environment Committee ("T&E" Committee) on October 17<sup>th</sup>.

**Item 5 – Updates:** **Mr. Carlson** said there was a very good response to the "Walk & Ride Challenge" in Friendship Heights, with 20 company teams with 90 people participating. Walk & Ride encourages walking and transit use by awarding weekly prizes to people who log the most steps online. Participants are given pedometers and T-shirts; the teams compete with each other to log their steps at the end of each week. There is a grand prize awarded at the end of the Challenge (Oct. 10-28) to the members of the winning team. **Mr. Farley** and **Mr. Slavin** are on competing teams representing the Town of Somerset.

The County took part in International Car Free Day on September 22<sup>nd</sup>. Once again, CSS staff was on hand at the Friendship Heights Metro to give away prizes and information about transit options. The event has grown each year in the region.

**Mr. Slavin** offered strong support for the Friendship Heights TMD and encouraged all present to write and call their Council members to oppose its dissolution. The TMD provides an important voice in the community and it should continue. **Mr. Farley** said he agreed with **Mr. Slavin** and also encouraged members to communicate with Council.

Meeting adjourned at 9:50 AM

Next meeting date: November 8, 2011